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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

## INFORMATION REPORT

CD NO.

COUNTRY

East Germany

DATE DISTR 17 September 1953

SUBJECT

Miscellaneous Railroad Information

NO OF PAGES 2

PLACE  
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(LISTED BELOW)DATE OF  
INFOSUPPLEMENT TO  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. Schoenefeld railroad station west of Gruenau is used as a check point for all trains arriving in Berlin from the south. Source learned that two additional control platforms were scheduled to be constructed there prior to 17 May 1953.<sup>1</sup>

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2. In early May, source learned that only steam locomotives were to operate between Blankenburg and Birkenwerder on the Berlin elevated railroad system after 17 May. Electric operations were to be started on one track of the line section on 1 June. This would involve the laying of a 30,000-Volt feeding cable, a third rail, and the setting up of two mobile transformer stations about one km west of Kerow and 1 km west of Muehlenbeck. The transformer stations would be required for the conversion of the current delivered to 800 Volts as needed for electric railroad operations. Source believed it improbable that all this work would be completed by 1 June.<sup>2</sup>

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3. Source learned [redacted] that all freight shipments from East to West Berlin and vice versa would have to be sent via the Seddin check point.<sup>3</sup>

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4. Source learned that 46 Rlym type flatcars were dispatched from Rehbruecke to Frankfurt, Oder on 4 May.<sup>4</sup>

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5. Source learned [redacted] that Rlym type flatcars must not be dispatched abroad except to Brest Litovsk.<sup>5</sup>

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6. [redacted]

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- Development of a portable radio set to be used for shunting operations.
- Development of a portable radio set to be used by the trouble-shooting service of the telecommunications and signal systems.
- Development of a radiotelephone to be used in locomotives when steep grades necessitate the employment of a second locomotive as a ~~bench~~ engine.
- Development of ultra-short wave transmitters and receivers for radio telephone communications between interlocking plants and locomotive engineers.
- Development of a tape recorder to be used by the train signaling service.

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6. Development of a signal transmitter working on a high frequency basis and installed at the rear of the last car of a train. The transmitter would automatically report that a specific block field has been cleared by the train.<sup>6</sup>

7. On 18 April, [ ] that the new East German Railroad Ministry would comprise eight main administrations, namely for operations, passenger traffic, freight traffic, locomotive maintenance service, railroad car maintenance service, railroad installations and signal communications, railroad car repair, and locomotive repair; three main departments, namely for planning, finances, ~~bookkeeping~~ and labor; an administrative and personnel department; and four sub-departments, i.e. for organization and personnel, legal affairs, safety of operations, and railroad police.<sup>7</sup>

1. [ ] comment. Information on the establishment of additional railroad check points in the southern section of the Berlin Outer Freight Ring was transmitted previously. [ ]

2. [ ] comment. This information refers to the double-track Nordring Berlin which was completed in late December 1952. The electrification of one track by means of a third rail for elevated trains was included in the 1953 railroad construction program. [ ] It is believed that a shortage of materials will prevent the project from being completed by the date mentioned.

3. [ ] comment. This involves a considerable detour for all freight trains operating between East and West Berlin.

4. [ ] comment. R8ym type flatcars have a load capacity of 80 to 90 tons. They are particularly suited for the transportation of tanks. It is believed that the R8ym cars mentioned were dispatched to Brest Litovsk.

5. [ ] comment. This statement agrees with previous information. [ ]  
The new R8ym type flatcars are at the exclusive disposal of the Soviets. [ ]

6. [ ] comment. The projects mentioned are connected with efforts to improve the efficiency and safety of railroad operations in East Germany; some of the improvements mentioned have been in use in Western countries for some time.

7. [ ] comment. Information on the East German Railroad Ministry, which was established on 30 April 1953, was transmitted previously. [ ]  
The organizational set-up reported generally follows the previous organization of the Directorate General, Railroad, Berlin.

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